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1-5. (CANCELED)

6. (CURRENTLY AMENDED) A method for preventing a stationary vehicle from unintentionally rolling ~~[[away]]~~, the method comprising the steps of:

~~when the vehicle is stationary in a case of said stationary vehicle; and a transmission is not in a neutral position,~~

~~activating a brake holding mode by activating a brake pedal and by way of an activation of a brake pedal (1) of a brake (11) a holding mode is created, and deactivating the brake holding mode by one of~~

~~the brake (11) is released in accordance with a displacement of a clutch, which wherein the clutch displacement is a determinant for an actual takeover torque of the clutch, and~~

~~by this action, a holding mode can be deactivated, whereby the holding mode of the brake (11) can be adjusted by after a timing delay[[, if no]] when the brake pedal has not been activated for a predetermined time period.~~

7. (CURRENTLY AMENDED) The method according to claim 6, further comprising the step of using the holding mode to both control a valve by way of a digital output and generate a CAN-signal (10).

8. (CURRENTLY AMENDED) The method according to claim 6, further comprising the step of determining a characteristic value by means of a transmission control unit (8), which deactivates the holding mode in accordance with specifics of the vehicle and only releasing the brake if the clutch can attain a necessary torque to hold the vehicle.

9. (CURRENTLY AMENDED) A method for preventing a stationary vehicle from unintentionally rolling ~~[[away]]~~, in a case of said stationary vehicle, a transmission is not in a neutral position further comprising the steps of:

creating a holding mode by activation of a brake pedal (1) of a brake (11);

releasing the brake (11) in accordance with displacement of a clutch which is a determinant for actual takeover torque of the clutch; and, ~~by this action,~~

~~deactivating the holding mode whereby the holding mode of the brake (11) can be adjusted by after a timing delay in the event that no brake pedal has been activated for a predetermined time period.~~

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10. (CURRENTLY AMENDED) The method according to claim 9, further comprising the step of using the holding mode to both control a valve by way of a digital output and generate a CAN-signal (10). ◆

11. (CURRENTLY AMENDED) The method according to claim 9, further comprising the step of determining a characteristic value by means of a transmission control unit (8), which deactivates the holding mode in accordance with specifics of the vehicle and only releasing the brake if the clutch can attain a necessary torque to hold the vehicle. ◆

12. (NEW) A method for preventing a stationary vehicle, having one of an automated and automatic transmission without a clutch pedal, from unintentionally rolling when the transmission, of the stationary vehicle, is in other than a neutral position, the method comprising the steps of:

activating a brake pedal (1) of a brake (11) to create a holding mode of the vehicle;

deactivating the holding mode of the brake (1) upon one of:

displacement of a clutch which is a determinant that actual takeover torque of the clutch has occurred; and,

after a timing delay, in any event that the brake pedal remains unactivated for a predetermined time period.

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